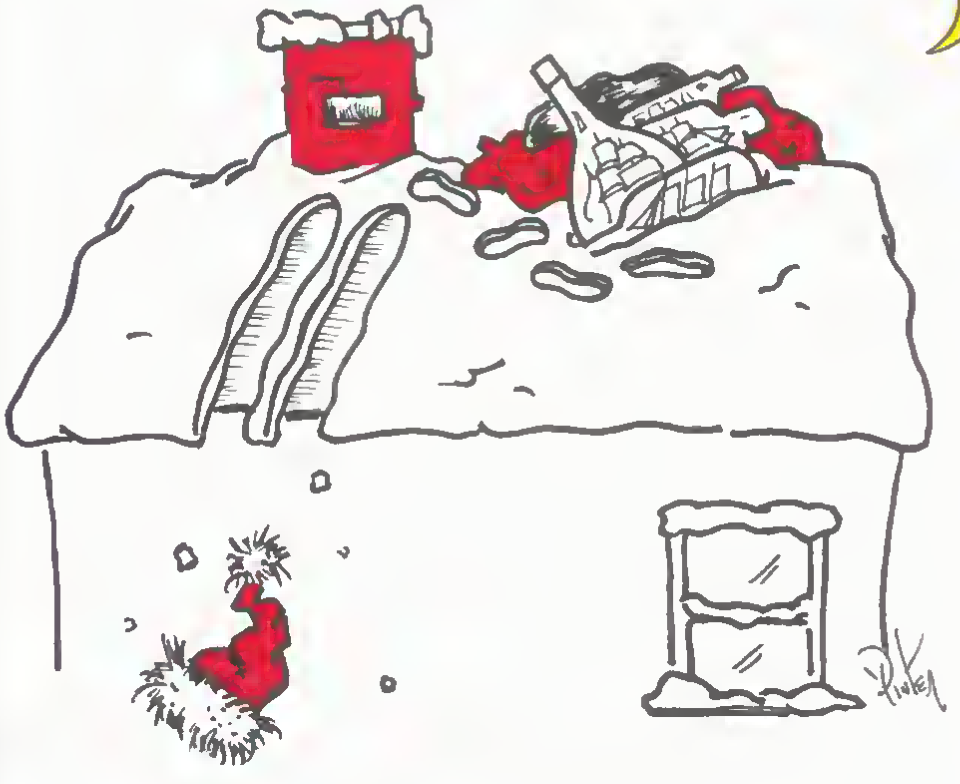
1996-4

THE BOTTLE SHIPWRIGHT



JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in- Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

MEMBERSHIP in the Association is open to any person, regardless of ability as a ship-in-bottle builder. For a membership application, please write to the Membership Chairman - DON HUBBARD, P.O. Box 180550, Coronado, CA. 92178 U.S.A. ANNUAL DUES ARE $18.00 per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via first Class Mail. The dues for those members are $28.00 per year. Dues should be sent to DON HUBBARD at the above address.

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ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED. Articles taken from another publication will not be used without express written permission, from that publication.** A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above.

DEADLINE for submission is the second month of each quarter.

BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is $4.00 per issue for North American Members including postage. Overseas members cost is $6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS,** for the Ships-in-Bottles Association of America are available from BILL WESTERVELT, 2205 GREEN HAVEN WAY, HAMPSTEAD, M.D. 21074. Please send check or money order payable to BILL WESTERVELT. The 4 inch embroidered patches are $3.00 each. The 3 inch decals with easy peel backing are $1.25 each or 2 for $2.00. The 3 inch metal badge with our emblem is $4.00 each.

HATS & T-SHIRTS are available in white only. The baseball caps with emblems are $6.00 each. White T-Shirts with the emblem come in small, Medium, Large for $15.00 each. Extra large add $3.00, Extra/Extra Large add $5.00 each. Please send Check or Money Order Only PAYABLE TO: Raymond Handwerker at 5075 Freeport Drive, Spring Hill, Florida 34606 U.S.A. Overseas members add $2.00 for shipping.

There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of $10.00 each. First come first served. Overseas members add $2.00 for shipping/handling.

George Pinter has a few original unfolded/stapled copies of the 10th Anniversary cover-suitable for framing-available, at the cost of $25.00 per each which includes shipping/handling. Write to George at 5 Marjorie Dr., Halifax, MA 02338

The Bottle Shipwright

Volumn 14. Number 4.

Regular Features
FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER- Another Pinter piece of Christmas art.

BACK COVER-The Freeport dr. Ship Bottlers.

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THAT IS ALL!

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

I want to wish every member , everywhere a very Merry Holiday meason and a bright and prosperous New Year.

In the New Year you will be noticing some changes in the BOTTLE SHIPWRIGHT that we hope will make it more intereating to you.

Some new feature columns will be added and the presentation of written material will be changed a bit. Finally a strong effort will be made to get your copy to you on time . Much will depend on you . We are asking that members contribute material, be it written articles , plans , and drawings or photos. And we are asking that your matsrials be submitted by the deadlines set forth on the inside of the front cover of every issue.

Please remember that the production of THE BOTTLE SHIPWRIGHT is a volunteer effort needing all the help that can be summoned.

It is still about who you are, what you do , and how you do it.

Welcome aboard to John Frazier our newest Board of Govenorn member.

HIT THE BOTTLE Jack

Send Material for the Editor to ----- **Ray Handwerker**
5075 Freeport Drive, Spring Hill, FL., 34606

Firet , Let me wish all of you end your femilies e eefe , healthy , end heppy holidey seeson , plus a proeperous New Yeer . Mey all of your bottling efforts be successful on the firet ettempt . Second , let me welcome John Frazier to the Board of Govenors end Freeport Drive. And to ell of you who heve answered my cell for imput , my heertfeit thanks. Your hinte , tips , photos and plens are exectly whet we heve been esking for end even though you may not see them in thie issue , you will see them in e future iesue.

Todey in the meil I received en inquiry from Joseph Barr esking how to build miniature ehipe wheels. Joe,I hope Artem Popov's erticle ie of help to you. (and thanks for the plen thet will be in the next iesue). Pleese remember, we have many members that consider themeelves novicee end meny more who went to build but really are not sure how to . Your imput mey be juet whet they need . Oh ! and before I forget Mr. Kai Cho , Joe Barr would eleo like to know about " The Hinkley Hinge " . How about that for the nsxt " Best of The Bottle Shipwright. Now lets heer from those of you that heve not yet eent eomething in.

Now- lets refill thoee bottlee.

WELCOME ABOARD NEW MEMBERS.

JOSEPH BARR ,15590 Chestnut , Eeetpointe, MI. 48021 .
SPENCER GILMER , 316 Mill Rd. Martinez, CA. 94553.
BILL MUSIK , VAMC Dental Office, 77 Weinwright Dr. Nelle Walle We. 98000.
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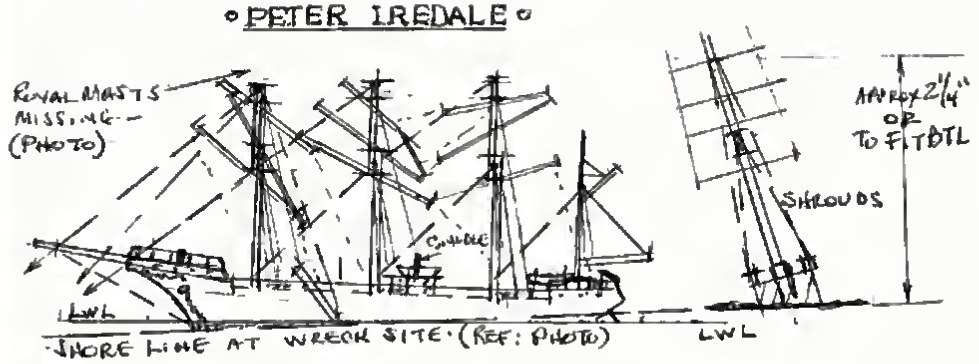
HANS DE HANN , Grauwe Gans 34 Bergan Op Zoom 4617 KE Hollend.
JAMES B. MAHON , Cambridge House Unit 104 , 21260 Brineon Ave. Port Cherlotte, Fl. 33952. Temp winter eddrees only.

GENTLEMEN !! With the first issue of 1997 you will notice that there is no longer " Return address requested, return postege guaranteed " on the envelope. IF YOU HAVE NOT NOTIFIED EITHER MYSELP OR DON HUBBARD OF AN ADDRESS CHANGE PLEASE DO NOT BE SURPRISED IF YOU DO NOT GET YOUR COPY OF THE BOTTLE SHIPNRIGHT. I suggest you contact your old poet office end eee if it is in the dead letter office, or contact Seul Bobroff for a back ieeue (include $ 4.00). ALSO CHECK THE FRONT OF THE MAILING ENVELOPE. IF IT IS STAMPED IN RED " DUES ARE DUE WITH THIS ISSUE " then they ere due with thet iesue. The mailing lebel hes e number behind your neme ie; 1/97 or 6/97 THAT ie when your duss ars due if you wieh to continue receiving The Bottle Shiowrioht.

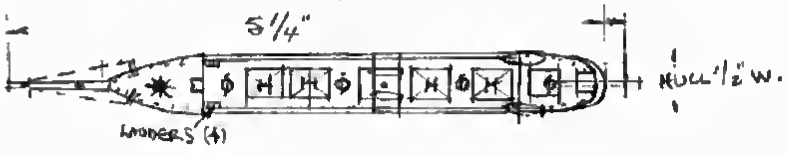
Ne now have e COMPLETE index of all pest Bottle Shipwright's thanks to the untiring efforte of Seul Bobroff. Don Hubbard has agreed to reprint them and heve them thrse hole punched eo they will fit in e looee leef note book. This will make it easier for future edditions to be added. If you are interested in obtaining the index send e check or money order for $3.50 to Don Hubbard, P.O.Box 180550, Coronedo, Ce. 92178 to cover the coet of mail-

-ing. Overeeae membere eent $4.50.

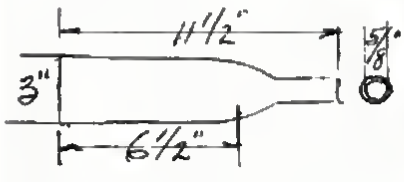
◦PETER IREDALE◦



THE MASTS BROKE OFF DURING GROUNDING CAUSING A JUMBLE OF SPARS & RIGGING ALONSIDE.



BRITISH STEEL BARK -" PETER IREOALE ".
BUILT - MARYPORT ENGLANO- 1890 -, HOME PORT- LIVERPOOL.
GROUNOEO IN FOG ON CLATSOP BEACH , OREGON , OCT. 25, 1906 .
SOUTH OF COLUMBIA RIVER ENTRANCE.
ALL HANOS WERE SAVED BY RESCUE SURFBOATS FROM CAPE DISAPPOINTMENT
ANO POINT ADAMS STATIONS .
A SMALL PORTION OF THE STEEL FRAMEWORK IS VISIBLE IN THE SAND TOOAY
ANO IS VISITEO BY TENS OF TMOUSANOS OF TOURISTS YEARLY.



The British sailing vessel Peter Iredale wrecked on the beach south of the entrance to the Columbia River in 1906. Seen from the air, the remains of the hull are still awash in the surf today.

Bob Frederick

On glue.

I always prefer the plain old white glue as it is cheap, plentiful, available most anywhere, and works well. The newer more "sophisticated glues" with all their toxic fumes, hazardous warnings, high costs, simply aren't worth it. Besides, when I make a mistake, it is far easier to correct with white glua, lhan the high Tech glues AND, as I usually make my oceans from some combination of wood, cloth, and white glue, I can report to all SIBers out there, that I have not so far, ever had an ocean come lose - a claim many who use putty cannot make. Also it works rather well aa a cork sealer, in place of wax, which does not work too well during our hot summers here...

While positioning various gear in bottles and on ships, if you work a bit of glue for a few minutes, until it becomes putty-like (a atrong, bright, hot light helps) then when you position a part, it can be worked and refined until you get it in precisely the position you want. Then simply hold thare for a few seconds while your bnght lighl further sets up the glue

When you accidentally get a bit of glue on the lnaide of the bottle, where you don't intend it, not to worry. First resist the temptation to right away get something in the bottle to wipe up the unwanted dab. Let it dry THOROUGHLY!! Then (aftar a few days) take a high quality, heavy duty wira cutter and snip a wire coat hanger in half. Note where you cut it there will be a very sharp, fine, tiny "edge." By straightening up the coal hanger, you can now custom adjust it to your particular bottle. . Using a firm but gentle ection you can carefully scrape it back and forth on the dry, hardened bit of white glue - the glue will come off either in one lump, or in fine shavings - usually the glass itself will not be scratched. Turn bottle upside down and rap smartly with the palm of your other hand - notice the snowflake effect.. however not ALL of the snow will come out - not to worry (again). Just insert a clean old rag (I usually use my best handkerchiefs), several if needed - to completely fill up the bottle. Then remove slowly and carefully if lighthouses, ships and whatnot are already in place inside. All snow will be gone.

This tool you have just made can be usad many many timea before it will get dull - when it does, just snip a bit more off and your ready to go again. Such a tool has many applications beyond a simple glue stick, and can always be specially and easily shaped for a particular bottle, ship, application

When making white glue oceans, with or without other materials, you will note a fog quickly develops inside. No problem. Use the same clean cloths and stuff as many as possible into tha bottle, without getting any on the glue. Let sit trl the nexl day or two, when you can remove the cloth and notice how damp it is

Repeat as often as necessary until ocean/glue is totally dry. This takes time BUT, as I try to work on several SIBs at once, there is always something else you can be carving, painting, rigging, whatever - on other ship/s, while the wet one's are drying

Applying glue can be done conveniently on the tip of the above tool, via drinking straws, and with bits of toothpicks. Also food coloring, paint, and other blue mediums can easily be mixed with the glue, to make blue oceans (usually 50 - 50 works best). Keep several containers of glue around - one into which you will put back glue which is hardened partially and which you did not use This way you can have several different consistencies of glue, and can control drying time a bit.

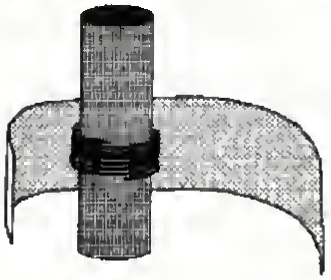
For extremely fine work where you want the glue to be especially thin (yet weaker) simply cut down with water, mixing in a small bottle cap or some such. Here, a little water goes a long way

For rigging and threading, a tiny bit of glue of your fingers works well when drawing your thread through and will put a point on your thread which can then be easily worked through the tiniest hole.

Building the ship-wheels In scale 1:500

by Artem Popov

Primary detail of steering gear of a ship is ships-wheel . Building the ship-wheel in scale 1:300 - 1:400 presents some problems. There are two ways to create a ships-wheel. For one, you need two bits of copper wire and one copper ring 2-3 mm diameter. To make the wire rings is very simple. Take a pivot and turn the wire around the pivot.



After, you can cut this spring along , and now you get many little rings.

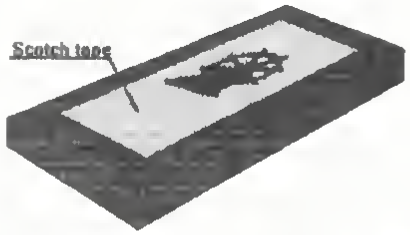
For the spokes of the wheel you need 8 bits of wire 3.5 mm length. Before combining the details together, you can paint these bits of wire to a color like a color of wood. It is simple to heat the wire. The copper will change color from gold to black during heating. Thin coat of lacquer will protect the color safely. Now you have one ring, 6 little pieces of wire (little longer than half diameter of ring), one piece of wire (little longer than a full diameter of the ring). Pieces of ships-wheel link together on top of the steering gear. It is place that ships-wheel must be fixed (It could be steering box or one of pieces of the steering machine, etc).

There is one trouble. How keep these fine details on the table during creating? Really, it is impossible to press them in some holder. One simple tool will help us. It is a bar with Scotch tape on it. (You can try to use 1 sided tape or 2 sided tape). If you use 1 sided tape (the glue side to bar), you can drop some White Glue on Scotch tape and to glue a base of steering gear.
(Note: I do not sure, the White Glue is that glue that I used. In Russia this glue is called PVA. He has white color, but the glue becomes a transparent after drying. This glue is water-soluble).
Now you have ability to combine the details together. After drying, to push the ships wheel with knife and the wheel is bouncing off the bar safely.

This method very useful for combining some details, for example:
the stairs, the guns, the boats, etc.

Second way of creating the ships wheel is more difficult, but it is more interesting. How do you think you could make a wheel (with diameter 3 millimetres or less), from wood? It is possible! First, you make a little ring from wood. For such work, you need a thin sheet of wood (0.2 - 0.5 millimetre the thickness). Apple wood is excellent for building. You can try to use other types of wood. It is very important to cut a thin "threads" exactly along a fibre of wood. Now you can make them like the wire rings - take a pivot and turn the "threads" around pivot. But there is a difference. Before turning , you need to wet the wood with hot water for 10-15 minutes.

It is necessary to wrap the pivot and wood rings with stripe of paper. After drying, you cut along it and now you have many little rings of wood. Further, you can do like the wire wheel again. There is one difference only. You must put the wood spokes inside the wheel and add 8 bits of wood as handles.



This way of building the ships wheel gives ability to make the wheel to scale 1:500 and even more - 1:700 !

Address: Artem Popov, 121353, st. Vyazemskaya, 24-139, Moscow, Russia.
E-mail: apartsib@redline.ru

Photo above : The little ships wheel made of apple wood. Dia. of the head of the match is 3mm.
Photo Left : Both of the little ships are compasses.
The diamster of each bottle la 2" (50mm).

Beautiful work Artem , and Thank you for sending it in to me.

Authentic Colors for Model Ships

By Bob Stetson

This article is the result of correspondence between Ralph Preston and me last year. After thinking some more about this general subject, I feel thet others might like to consider whether the information is useful.

SIBbers who want authentic appearance for historic models often are concerned about the paint colors they use for finishing their models. I have s number of books on model ship building but none of them is of much help. So, in order to answer some questions, I looked to see what I could find out about what colors could have been svailable to the ship builders throughout history. A number of sources are availabls to indicate what pigments could be used by paint makers and to what extent ships were painted or otherwise colored. This article details some of what I have found and some thoughts concerning how we can realise s closer spproach to authenticity with colors of paint.

What colors were available to ship makers of the periods of interest to modelers? Below is a list of the pigments most widely used in paint from ancient times to the middle of the 20th century. Until the early 1800s pigments were purchased in crude form. If necessary, they were cleaned and purified and then the pigments were ground as finely as possible in small batches before adding them to the paint vehicle, usually linseed oil. In those days the paint maker was the painter. It wasn't until the 1860s thet it was possible to buy ready-to-use paint in cans, the way we now take for granted. Therefore, from the earliest days untiI very recently there was no chance of expecting to get the same shade from different batches of paint since there was no uniformity of quality from lot to lot of pigment or of the oils used. However there is a fine source for finding out what the pigments looked like that the old timers used, the tubes of artist's colors from art supply stores. This list covers the ones most referred to in the old literature:

PIGMENT	WHEN AVAILABLE
White Lead	Ancient
Red Lead	Ancient
Lamp Black(Ivory Black)	Ancient
Malachite Green(Verdigris)	Ancient
Malachite Blue(Verditer)	Ancient
Ultramarine Blue	Ancient
Prussian Blue	1700
Vermilion	Ancient
Chrome Yellow	1800
Ochres(raw and burnt)	Ancient
Sienas(raw and burnt)	Ancient
Umbers(raw and burnt)	Ancient

Anyone who wants to see the range of colors possible with the materials suitable to a given historical period should get small tubes of pigments and paint up patches to see what they look like. I don't think the white and red lead pigments are around any more. Whits lead was the basis for the most durable white paints until its use was banned. Compared to the whits pigment now in use, it was slightly yellower and it was quite sensitive to discoloration in the presence of sulphur compounds, turning increasingly greyer with exposure. Red lead was the preferred pigment in barn paint which gives you an idea of the color it made. It is only since the early 1950s that general use has been made of synthetic man-made pigments as the color components of paints. These new products have many advantages, being more economical, having more uniform properties, and in many cases being much brighter or purer than was possible with the natural pigments. Therefore, if realism to a particular period is a goal in modelmaking, you should be wary of using the brighter blues, greens, yellows and reds now available. What I do is to use water-based (latex) paints and where appropriate, dull them by adding a touch of black or brown paint, mixing and testing until I'm satisfied with the resulting color. Regarding my reasons for using latex paint, see the article titled "Properties of Thread..." in the 1996-3 issue of "The Bottle Shipwright".

It is possible to get an idea of the color schemes used on ships of various periods by examining works of marine art. You should bear in mind that old paintings, unless they have been recently cleaned, are no doubt dirty, the colors appearing duller than they were when new. The artist would likely have used the same pigments in his painting as would have been used on the ship(s) in his scene. Reproductions of paintings found in books are another useful source of information, bearing in mind that the printing process might introduce some variation.

There is another element of variability to be considered, I think, when considering paint schemes. There are many references in my reading to the fact that the use of paint, on naval ships in particular, until recent times depended on the wealth of the current captain and whether he could afford to indulge his whims. Such captains often used more paint and the more expensive colors than one who was not so well off. This among other things makes it difficult to determine the degree to which it is possible to be authentic with any model since the appearance of any ship could change many times in its active career. Many of the changes went unrecorded, so in this regard, who knows what's authentic. On the other hand, if when painting a model, you stick to the types of paint colors they would have used, at least you can argue that the colors are not unreasonable.

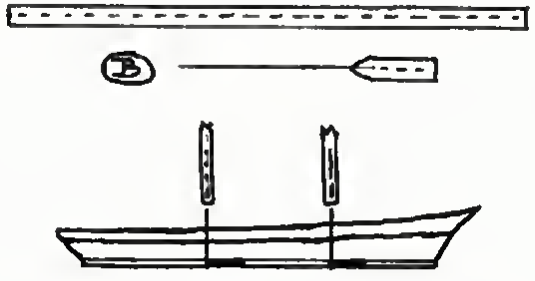
During most of the era of wooden ships, the hull below the water-line was not painted; rather it was smeared with tar which, being a product processed from pine trees, was not necessarily black. Sometimes the tar was mixed with sulphur or other things in the hope that some protection against rot and sea worms might be had. The resulting mixes were more likely to be a brownish or yellowish color rather than black. Possibly much of the hull above the water-line was also left unpainted, with trim and decorative work being painted according to the whim of the owner or the captain of the moment.

THE SLIDING MAST HINGE

The following ie an alternete method of hinging maste for ships in bottlee thet I heve found most workeble.....

Meteriale needed:- cocktail etick for mast, fine drill, paper wired "twietee" from the supermarket. glue.

1. Cut the cocktail etick to give you a equared end.
2. Hold a heated needle with pliere and burn a etarter hole up into the equared end of the stick.
3. Witb the fine drill, drill a hole 1/2" deep into the squared end oi the maet.
4. Cut the paper twiatee to a length of 2" enabling you to get 2 workable piecee.
5. Strip the twiatee exposing 1 1/2" of bere wire and trim the remaining 1/2" of paper ae ehown in (B.)
6. Arter you have chiseled out a 1/4" channel in the underside of the bull for the rigging linea to run and have drilled fine holee through the deck for mast plecement, inoert the twiatee wire up from underneath, bend the wire 90 degreea and glue the paper portion to the channel.
7. Place the maet into position with the wire inserted into the drilled maet hole. Nip off exceee wire so that the meet is eeated at the deck. DO NOT APPLY ANY GLUE - you want the wire free to slide when the meet ie collapeed for inoertion in the bottle. When completed you will heve an invisible hinge.



Happy "twieteeing"

Bill Johnston

THE BEST OF THE BOTTLE SHIPWRIGHT

We will be going back through 17 years of the Compass Card and The Bottle Shipwright searching for items we hope will help our builders; particularly those who are new to the art. Some will appear to be simple to our older builders but simple solutions will help those who have just come aboard.

HOW TO GET A PERFECT WATER-LINE ?

by P. Waharte, from Brest

... When you have decided of the height of the water-line, do cut two little nicks on the prow and the poop of the ship.

Then, you place a piece of thread around the hull, from a nick to the other, a knot (placed into one of the nicks) keeping the thread in place (see the sketch)

It's now very easy to paint the hull above and under the thread, the brush being guided by the thread.

When the paint is dry, you can take off the thread and then, replace it by an other of the colour you'll choose.

The knot on the back part of the hull will be as little as possible, in order to be hid in the nick.

You have now a splendid well-painted hull, with very clean-cut lines!

This simple method of painting a true water line on a hull was submitted by P. Waharte, Brest France and published in issue #4 of 1979 in the Compass Card which was the Journal of the bottleship Association from which our Association was derived.

BOOKS
BY
Francis J. Skurka

TIDECRAFT
by William C. Fleetwood Jr.

This hardcover book ia different than most , in that it was sponsored by the Coastal Heritage Society and the National Trust for Hiatoric Preservation and delves into the maritime heritage of the boats of South Carolina , Georgia and northeast Florida from the years 1550-1950. The author, a descendant of coast and bar pilots, is a boat builder , who lives on Tybee Island , Georgia and has plied his craft for over 20 years. Teaming up with researcher, Antoinette Gordrich, they covered coastal and riverine craft of all conceivable types and the folks that built and sailed them. Encompassing the area from Georgetown, South Carolina to New Smyrna, Florida, they took in Vessels up to 60 feet, including Oyster Sloopa, Indian Dugouts and Trade boats, Racing and Pleasure craft, Rice boats, Pilot Schooners, Fishing boats, Shrimp boats, modern sail and power boats and a wide variety of " Bateaus ".

The original soft cover edition, published in 1979 and out of print, is a collectors item. This is the new , revised edition printed in 1995.

It ia a 9"x11½' book with 355 pages, over 110 illustrations and over 225 photographs, some very rare. There are many interesting sections on the details of construction and the various methods used by the Indian, Black and White cultures , as well as the materiala used; live oak , cypress, long leaf yellow pine and the methods of cutting, milling and shaping these woods . There are several sets of plans of various boats, both old and new. There are interesting appendices regarding the archaeology and culture of the region. Christopher F. Amer, Phd, Frederick M. Hicker,Phd, and Mark M. Newell are contributing editors and experts on the Nautical Archeology of the area and expound on the history of the craft of the region. Gilbert J. Maggioni, a retired Oysterman and boat builder, contributed to a discussion of the wrecking craft of the region.

This book is a complete compendium of small craft of the Southeast, but more so, of its maritime heritage.

If you are interested in small boats, especially work boats, you can purchase this book by mail from : Web Maritime Press, P.O.Box 178 Tybee Island , Georgia, 31328. I saw a recent advertisement, stating the publisher is offering a 20% discount.

I paid $ 47.50 including postage.

The new price is $ 37.50. You can call toll free at 800-567-3403.

Miniature carvings from C.L.(Don) Bradley.

Left/right.

"Off watch", " Nailing the colors to the masthead","Lookout" 12· " Nelson"

SPINDRIFT BY F. J. SKURKA

The Fibreglas-evercoat company, an Illinois tool works co. 6600 Cornell rd. Cincinnati , Ohio. 45242 (513-489-7600) produces an epoxy product that is a boon to modeler's who sculpt , mold , shape , carve, cut or grind figures , scenery, Houses, parts or model components . The " everfix epoxy stick " is a convenient , easy and ready to use epoxy that hardens like steel in 20-30 minutes . It permanently patches holes and cracks and mends almost anything broken . It cures in damp wet areas and can be applied under water in fresh or salt water and is ideal for rebuilding or fabricating parts . The material bonds and repairs metal , wood , fiberglass , masonry and ceramics and can be drilled , tapped , filed , sanded , Carved , machined and painted. The material comes in a 1" round stick about 6" long and is light grey in color with a dark , olive color center . Wrapped in poly ethylene , you simply break off a piece (keep it small) and knead it until the color is uniform (a darker grey) with no streaks . Mixing time is 1-2 minutes . Apply it , form or shape or sculpt it and remove any excess . Work life is 3-5 minutes . Watcb that pieces of the wrapper don't get mixed in with it while kneading . Once it starts to set-up , it won't adhere . A smooth finisb can be obtained by rubbing with a wet finger , damp cloth or brush . Clean up is with soap and water . Shelf life is almost 2 years and shrinkage is less than 1 % . It carves fairly well , similar to Hardwood . Hardware stores , craft shops and marine supply stores carry this product. A 4 oz. stick cost me $ 7.00.

Modeling clays come in a variety of type , color , texture and cost . Recently , in a chain drug store (Genovese) I spied (they have a large craft section) a clay counter and checked it out :

" Plasticlay " made by the American Art Clay Co. Indianapolis, In. 46222 . Has been around a long time and is clean , safe and is widely used by children . It has some nice deep colors and forms easily . I've used it to make seas and the color Hasn't faded from a model I built 40 years ago . A 1 pound package (four 1"x1"

x

5" bars) costs $ 1.79 . It never dries out and holds a hull very well .

" Sculpey III ," also an old timer , has some great colors and costs $ 1.55 for a 2 ounce package . Made by Polyform Products co. P. O. Box 2119 , Schiller Park Il. 60176 . This material is designed to be baked. This clay was used by Guy DeMarco in his book " Ships in Bottles " .

A COLLECTION CATALOG
Jack Hinkley

For two reesons I have spent the better part of four months putting to gether a catelog of the ships-in-bottlea in my personsl collection. The first reason came about efter some discussion of what wss to become of the collection efter my demiae end among other thinge it became essentisl to idsntify the models in the collection. The second resson was elso for identificetion purposes. It hsd often come to my mind that meny of the bottleships in the world today ere unidentified; the whsre, when end by whom they were built unknown. I decided thet my collection, in so fer es possible, would not suffer thesame fete snd perbsps knowledge of such a cetalog just might ceuse leter day builders to, et least, identify their work.

The catelog is divided into tbree major sections. The first contains e title page CARAFOLOGY followed by e ststement of the purpose of the cataiog. Next ere two pages displaying my two letterheads, one officiel end the other unofficisl slong with e copy of my SIB business card end book plete. A short Gloaaery of terms thet might help e person rsading the catalog. Then e pege on Bottles and Bulbs describing aome of those which I heve used. Next e page on the Idsntificetion of Ships-In-Bottlea stressing plecing ID INSIDE of the bottle. An eutobiogrephy follows to allow readers to know who I am end from whence I came. Finelly e 1995 photogrsph of myself et e "Bottleship Dog end Pony Show".

The second section of the cetelog is in two parts. The first describing the models in my collection which I heve built stsrting with ths my first ever . They ere, es close as I am eble to recell, in the chronologicel order in which I built them. Each pege contsins s photogreph of the modal and informetion regarding wbere and when it was built, that it was scretch built followed by partinent informetion relating to hiatorical events, the use of bistoricel woods, specisl applicetions of techniques stc. The eecond part is entitled GIFTS and SWAPS end it contains those models, in the chronological order in which they were received, es gifts from other builders or from model "swaps" with other builders. The third section conteins e Table of Contents of the cetelog and where it can be found in my computer end the computer disk tbst contsins it.

The photography of the models was the herdest part for me but I got help from Hub end the shote ere o.k. The work on e computer with which I was not familier eade the going slow but now the work is done end the CATALOG is with the collection whers it is to remain.

AN EASY ALTERNATE WAY TO CREATE A SEA IN A BOTTLE

By Viggo Anderson

Dear Don,

I thought some of the members would like to share my way of creating seas inside the bottle.

Instead of messing with putty and the like, take a swatch of polyester nylon cloth and draw on your various waves (bow, wind, hull, bone in the teeth), then build up the waves with white caulking to the desired height and shape.

When dry, paint with acrylic blue, aquamarine or other hue, covering the piece of material. When that dries, paint again with acrylic white to show foam and spray. Dry and spray with high gloss acrylic for a wet water effect.

Cut the cloth to fit the bottom of the bottle. Glue the stern third of the finished ship (please no more than that or you will be sorry) to the cloth. When the glue dries fold down the masts and sails, wrap the cloth around the hull/masts and insert into the bottle.

Unfold your ocean and glue the stern part of the ocean to the bottle.

After the glue dries raise your masts. Now glue the remaining 2/3rd of the ocean to the bottle and finish arranging the masts and rigging.

I use a syringe with insemination tube for all gluing jobs inside the bottle. See your neighborhood large-animal veterinarian for the tubing (Editor's note: check your local hardware store for a variety of tubing)

Tongue depressors serve efficiently to give a flat foundation for your seas in round bottom bottles and to raise models to any desired level before gluing to the bottom.

I use polyester vinyl nylon for sails to avoid tearing and wrinkles. Cutting the sails with a hot soldering iron avoids flossing and running at the edges.

Best wishes to the shipwright membership.

Viggo Anderson Newman, California

I WANT YOU TO RENEW YOUR MEMBERSHIP ON TIME!

NOTES FROM JAPAN

Juzo Okada, the industrious leader of the Japanese Ship-In-Bottle Association had an opportunity to come to the United States with his wife, Tamako, when they came to visit their son-in-law, daughter and two grandchildren in San Bruno. Fortunately they were able to get in to San Francisco and visit the old ships at the Maritime Museum and the WWII submarine, Pampanito, which is next to Fisherman's Wharf. (**Ed. Note**:I have also had a chance to visit this cluster of vessels and the experience is an education.)

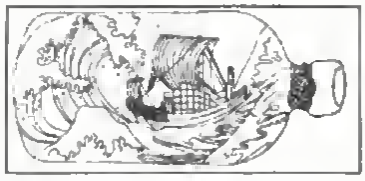
Juzo is currently teaching ship-in-bottle building three times a month in Osaka and twice a month in Kobe. In addition to his leadership of the Japanese Association and the production of the Japanese bi-monthly 30 or 40 page newsletter **THE SHIP BOTTLERS**, Juzo is also the author of at least four books on the subject

The Japanese Association is very active and sponsors many ships-in- bottle exhibitions during the year. In July they held the 18th SIB exhibit at the Kobe Maritime Museum, but had disappointing visitation because of the big Kobe earthquake last year. This was not the case in Osaka where the 19th SIB exhibit was held at the Sony Building. Attendance was up 20 percent over last year. 6000 people a week passed through and were treated to an exhibit of 130 works by 53 builders. Some of the models are shown below.

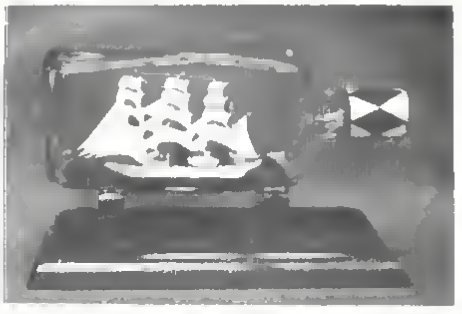
One of the models, made by Juzo, represents one of the ships that repelled the first invasion of the Mongols in 1274. (for you National Geographic members you can read about the Mongols in the December 1996 issue.) I was able to examine the original photo and was astonished to see at least nine samurai on the decks and two archers in the two raised castles. There also appears to be a woman in a white robe just aft of the foremast. This bottled model is just wonderful work by a master builder.

GENKOU by Juzo Okada

ENDEAVOUR by Kanaharu Hata



SENGOKU-BUNE by Hiroshi Kataoka

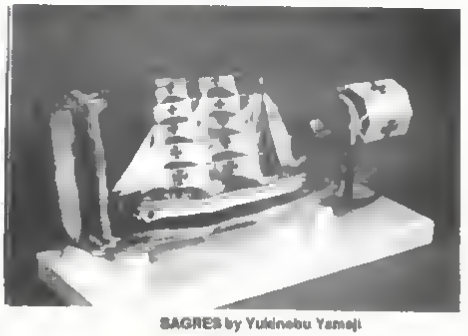


LIBERTAD by Yousosuke Ishise

TAKASAGO-MARU by Shouzo Washino

USCG EAGLE by Yukinobu Yamaji

JAPANESE SUBMARINE by Masao Horii



SAGRES by Yukinobu Yamaji

Variations on a Theme. .. part 2.
by John Fox III.

The second variation on the theme of s-i-b models was my method for gluing the control lines on a series of models I made of the Brig of War "Niagara". As many of the readers of my past articles may be aware, I am constantly trying to find ways to make the work of finishing the model in the bottle as easy and uncomplicated as possible. I would much rather do as much of the work on an s-i-b model as possible outside of the bottle, my Providence model not-withstanding.

One of the most time consuming parts of working inside the bottle to finish a s-i-b model is the gluing of all the control lines at the points they enter the hull, or pass through a spar. This work can also be rather prone to errors, such as getting glue on the wrong part or line or even the inside surface of the bottle while passing the tool with the glue to the point the glue needs to be applied. This was another area of s-i-b modeling I was interested in experimenting with, to see if there might not be a better way of doing this work. The second variation on the theme of s-i-b models I would like to share is the result of this experimenting.

I decided to try out my ideas on a series of three 1:540 scale s-i-b models of the Brig of War "Niagara". In this case I was interested in seeing if I couldn't make it possible to glue all the working, or control, rigging lines at one time. Since I made this particular series of models at a very small scale, and since it had more than fifty control lines per model, that would need to be glued, I figured this was a good model to try out an idea I had been thinking about for some time.

Basically, the idea was to pass all the control lines through a single point in the underside of the upper hull, and glue them there, rather than having to glue each line separately at different points on the model. Another reason this was a good series of models to try out this idea on was that they were to be mounted in a vertically standing bottle, which meant that the normal methodology would include finishing the erection and gluing of the control rigging before the upper hull was glued to the lower hull and stand. Which would allow me access to the underside of the styrene waterline sheet and the underside of the upper hull.

My usual method of work with s-i-b models in bottles that remain horizontal is to glue the upper to the lower hull before tightening and gluing the control lines, as in the case of my Providence models. This is much easier than the methods necessary to finishing a model that is in a vertically aligned bottle, as with the latter some way of holding the upper hull of the model firmly enough to tighten and glue the rigging must be found.

In essence, the upper hull is held in place inside the bottle by using a sort of rigging stand that can be fastened to the outside of the bottle. In practice, I have used a length of 1/4" square mahogany about one foot long, with the last three inches or so carved down to about 1/8" x 1/4". Two holes of a size and distance apart to match the pegs sticking out of the upper hull of the model are drilled in the thinner end of this mahogany rigging stand. All the corners of the stand were sanded smooth and round, to keep rigging lines from getting caught on them. This stand is inserted through the neck of the bottle, with the upper hull of the model tightly attached with a single tied piece of thread, that can be cut and removed after the rigging is tightened and glued.

The stand is held to the bottle by using two 3/16" square x 3" long pieces of the same wood placed beneath the stand, with the neck of the bottle being pinched between the rigging stand and the smaller pieces. A 1" length of 3/4" plastic piping is slid over the ends of the three wood pieces and pushed toward the neck of the bottle. The plastic pipe section is slid until the pieces of wood tightly pinch the neck of the bottle caught between them. This holds the rigging stand, and hence the upper hull of the model, fairly tightly in place. To keep it from moving or loosening during the rigging tightening process, masking tape is wrapped around the thinner wood strips and the neck of the bottle.

This describes the way I had done the finishing in the past on s-i-b models that were to be put into vertically standing bottles. If my idea for gluing all the lines in one shot was to work the way I planned, I would need to modify both the rigging stand and the models themselves slightly. The rigging stand itself would have to be modified to allow access to a certain point in the underside of the upper hull, which would not be at all necessary following the procedures outlined above. Also, the model itself would necessarily have to be slightly different than would normally be the case in that the styrene waterline sheet would have to have an access hole cut into it to allow the passage of a tool with the glue. But I get ahead of myself a little bit here, and should start with model modification in more detail perhaps.

The models were built using the same basic techniques I always use when working with s-i-b models. Starting with the hull block sandwich, including that all important waterline styrene sheet. The models proceeded much as the Joe Lane models mentioned earlier. In this case the masts could be more conventionally hinged with the simple upside down "U" shaped wire hinge, as with the fore mast of the "Joe Lane" models. The major change or difference from my normal working methods was to cut a large rectangular rigging exit hole, through which all the control lines would pass when leaving the hollowed area in the underside of the upper hull. The hole was cut to be just slightly smaller than the hatch opening in the fore portion of the deck, just in front of the fore mast.

From the hollowed area in the underside of the upper hull, this opening was enlarged slightly to form a sort of step the thickness of the sheet styrene all the way around the hole. A small piece of the sheet styrene was then glued into this enlarged part of the opening and a number of holes were drilled through the styrene with a size #80 drill bit. All the control lines would pass through the holes, and this would be the point at which they would be glued.

The plan was to put as many control lines through each hole as possible, without causing the holes to be so full as to bind the lines in any way. In practice I ended up drilling more holes as the rigging was added to the model, as they filled up rather more quickly than I anticipated. Once the model was rigged, a hole was cut into the styrene waterline sheet directly beneath the styrene piece just described, with the holes that the rigging lines pass through. This would allow access to the area to allow the lines to be glued. This was all the modification necessary to the model itself.

The bottle rigging stand modifications then had to be made. In this case some way of adding an access hole to the same area of the underside of the upper hull as the hole in the waterline styrene sheet was necessary. I ended up gluing a 1/8" square x 1" long piece of mahogany to each side of the narrow end of the standard bottle rigging stand described earlier. I glued them to the stand at approximately the point at which I needed my access hole to be. I then carefully cut-out a hole the width of the normal stand at this location. In essence I cut away a 1/4" section of the original stand, with the new pieces glued to it's edges holding it together. After sanding all the corners and edges smooth, the modifications to the bottle rigging stand were complete.

I did make one more modification to the models before inserting them through the necks of the bottles. This was to separate the rigging lines into three groups, one for the bowsprit rigging lines. one for the starboard rigging lines and one for the port rigging lines. The lines in each of these groups were tied together through their entire lengths, from the model to near their ends, with loose bands of rigging thread. What I wanted to accomplish was to keep the lines from being any more loose and jumbled than necessary, and to keep them into fairly tight

formations after the model was inserted into the bottle. This would help in the long run when having to pass the gluing tool into the bottle to glue the lines in place.

A slight modification in my usual methods was also necessary when clamping the rigging lines to the outside of the neck of the bottle with rubber bands before tightening the control rigging lines. In this case it was necessary to make sure that all three groups of rigging lines were clamped above the bottle rigging stand, so that all the rigging would be as far as possible out of the way of the gluing tool when it was passed under the rigging stand.

After completing the model and it's modifications, the stand and lower hull were glued to the bottom of the vertically standing bottle. The upper hull was then tied to the modified bottle rigging stand in the normal fashion, and the model was knocked down and inserted through the neck of the bottle. The rigging stand was then fastened to the neck of the bottle, as described earlier. The lines were then clamped with rubber bands to the outside of the bottle neck, and the control lines were tightened according to a rigging tightening schedule, which was worked out while the model was outside the bottle.

Up to this point the methodology was my normal one for such a s-i-b model in a vertically standing bottle. During this entire insertion and rigging tightening process the bottle itself was held in a horizontal position using a small box covered with cloth. The bottle was held in this position with the upper hull above the bottle rigging stand until the rigging was tightened. At this point the bottle was reversed, so that the upper hull was below the rigging stand. A long small diameter brass tube with a short piece of wire glued into it's end was used to pass a drop of cyanoacrylic glue through the neck of the bottle. The tool was maneuvered to place the drop of glue through the hole in the rigging stand and the hole in the waterline styrene sheet, and onto the control rigging lines at the point they passed through the small piece of styrene glued into the underside of the rigging exit hole. A number of drops of glue were applied in this manner, to make sure all the lines were glued sufficiently to hold them. I did have to take care not to apply too much glue, as this would cause the glue to work it's way up the lines and make them much more difficult to cut from the topside later.

After the glue had cured, the bottle was once again reversed and the control rigging lines running through the bowsprit and jibboom holes were glued similarly. The excess lines were cut from below the bowsprit and jibboom and removed from the bottle. The balance of the rigging lines were then cut as close to the rigging exit hole as possible, with whatever remained of the lines being pushed down inside the rigging exit hole itself. The hatch was then passed through the neck of the bottle, and glued over the rigging exit hole.

From this point the methodology was completely normal, and the line holding the upper hull to the bottle rigging stand was cut, and the stand removed from the bottle completely. The upper hull of the model was then held with a tool while the bottle was placed vertically. A drop of 5-minute epoxy was then placed into each of the holes on the top surface of the lower hull, and the upper hull was maneuvered into place so that the pegs sticking below the waterline sheet were placed into the glued holes. This completed the model itself, and only the usual finishing work was done to cork and cap the bottle.

All-in-all I considered this technique fairly successful, and accomplished exactly what I intended it to. The only real problem I had with this technique was that the rigging line that was used to bring the starboard tips of all the fore mast yards toward the bow of the model, and representing the fore course tack at it's lowest point of the model, was necessarily rigged to pass through the upper hull further toward the bow of the model than the rigging exit hole. This made it much more difficult to cut the excess rigging lines. Otherwise I believe the idea worked out as

well as I could have expected, and I believe that I will probably use it whenever I am working on a s-i-b model that is intended to be placed into a vertically standing bottle.

I would like to share the plans for my Niagara series of s-i-b models with the reader, however they were very nearly exact copies of the plans drawn by Melbourne Smith, and used for her recent re-building. I did "computerize" the plans for my own use, both for the series of s-i-b models discussed and a 1:96 scale plank-on-bulkhead model I am currently working on. Mr. Smith's plans were so well researched that I did not feel I could have done a better job on my own. However, this means that the plans themselves are copyrighted and therefore I could not share them without the author's permission. The Smith plans are available to the general public through the Erie County Historical Society, 417 State Street, Erie, PA 16501, or The Flagship Niagara League, P.O. Box 862, Erie, PA 16512.

The Niagara models themselves were pretty much built in the same manner as the Joe Lane models described earlier in this article. The hull was built using the hull block sandwich method I usually use. The bulwarks glued to the edges of the deck were made of basswood, as I usually like to use wooden bulwarks when having to cut so many openings for the sweep holes and cannon ports. As mentioned previously, the masts were hinged with simple "U" shaped wire. The galley stack immediately aft of the fore mast was made movable, and had a working control line to pull it back into proper position once inside the bottle.

Most of the deck structures, carronades, cannon and carriages were made from sheet styrene, with the plastic insulation from electrical wire being used for the cannon barrels. The hatches for the Niagara models were simply low, open topped boxes made of styrene, with the inside bottom surface of styrene painted flat black. Once again because of the smaller size of the Niagara models, the rigging on the square sails did not include the clew lines as used in my Joe Lane models. And the sheet lines for these sails were combined into one single line for each side of each mast, running through holes in the yard ends and the lower corners of the sails.

The biggest problem I had with the Niagara models were the open quarter and stern boats. First of all, since they were so pronounced and visible on the model, I felt they had to truly be made to be open boats. They were made by making a solid wooden form slightly smaller than the boats needed to be, then holding a narrow piece of .005" sheet styrene against one side of the form. Another narrow piece of the styrene was held against the other side of the form, and a bead of glue was applied to the points the two pieces of styrene met at the keel area of the boat, running up to the bow. This was messy, and took quite a number of tries until I got it to work successfully. Once the glue cured, the boats were removed from the form, another piece of styrene was glued in for the stern of the boat, and further styrene added for the keel of each boat. I then added some small pieces of styrene for the seats, and painted the outsides of the boats flat black and the insides a flat brown. 15 boats were made in this manner, and the best nine were selected and used on the three models I was building.

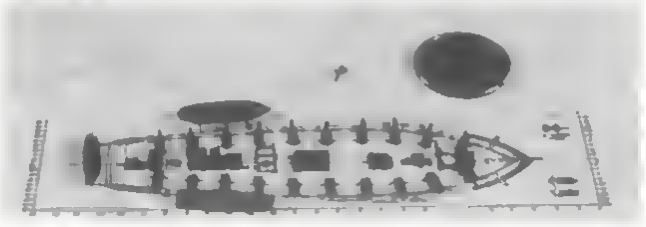
Since there was not going to be enough room for the quarter boats and davits to fit through the neck of the bottle if they were in their normal position, they had to be made removable. This was done by making the davits out of .020" thick sheet styrene, cutting them to the desired shape and size, and then drilling two small holes in each davit. The holes were arranged so that when held to the side of the model in proper position, one hole was just below the rail cap and the other was just above the bottom of the davit. Matching holes were drilled through the bulwarks, and notches were cut in the styrene rail cap to allow the davits to lie flat against the hull itself. Control rigging lines were then glued into the back sides of the holes in the davits, passed through the bulwarks and then through holes drilled into the deck as close to the

bulwarks as possible. The control lines then ran the length of the hull, through the hollowed area in the underside of the upper hull. Now the boat davits could be pulled away from the hull, and later by pulling the control lines pulled back into position.

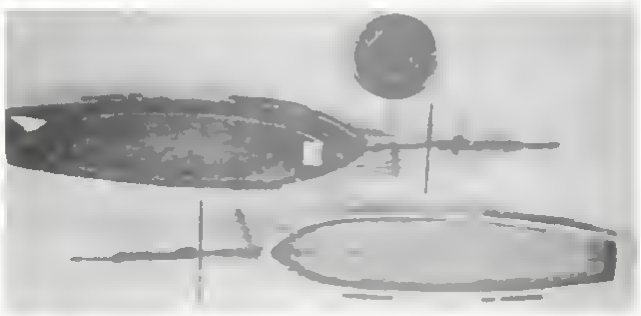
The boats were attached to the davits by drilling a small vertical hole completely through the boats at the bow and stern. Lines glued into these holes were then wrapped around the upper tips of the davits and glued, holding the boats in proper position. The boats were pushed up tight against the davit sides, and a drop of glue applied to this area on each davit. The lines from the davit tips to the boats were then saturated with glue, making each boat/davit set more or less a single unit. Because of the fact that the inside the bottle rigging stand had to be used to finish these models, and the small size of the neck opening of the bottles, I ended up having to pull the boat/davit units quite a long distance from the hull in order to get it all through the neck of the bottle. I can say however, that not one of the sets of boat/davit units came apart or gave me any trouble other than the expected problem of getting into some of the other loose rigging.

The stern boat davits were simple straight pieces of the styrene glued to the tops of the cap rails on each side of the stern. The boats were glued to these davits in a similar manner to that above. The biggest problem I had with these arrangements were that I broke a few of the davits during all the handling that the models had to go through from the time they were added until the models were finished. Fortunately, all that was needed in each case of a broken davit was to glue it back together, and take care in that area so as not to break them again.

One other small experimental item was used on the Niagara models. It was decided to try to represent the hammocks in their nettings. I knew that at this small size it would be difficult if not impossible to do much more than really simply represent these items. The first step was to make some kind of simple, square shaped "U"'s out of light gauge wire. I used the side of a metal rule to bend 34 gauge manganese beading wire into these shapes. They were cut off to the appropriate height, and glued to the top of the rail cap with cyanoacrylic glue. Small pieces of styrene were also added to the rail cap on each side of the opening in the hammock/netting to allow access from over the side to the deck. All pieces, including the styrene rail cap, were then painted flat black. Narrow pieces of paper were cut as wide as the wire "U"'s were high. These narrow pieces of paper were then glued between the openings in the wire "U"'s along the length of the rail cap, and to the styrene pieces on each side of the openings, with thinned white glue. It took three layers of paper glued into the wire pieces to fill them, and make them appear to be full of rolled hammocks. While I am sure this would not be a very acceptable representation on any much larger scale models, it was enough for the smaller scale of these Niagara models.



View of the deck gear and boats for the Niagara models, set over a scale print-out of the plans. The round object above the deck print is a dime, for size comparison.



View showing topside and underside of the upper hull of the Niagara model. The white piece in the hollowed area of the underside of the upper hull is the styrene piece all the control lines passed through, and to which they were eventually glued

View showing work on the standing rigging of the Niagara model. Note the port quarter boat and davit assembly pulled away from the hull to check on it's control lines.

A close-up view of the Niagara model, showing the control lines exiting the upper hull. Note also the hammock storage on the top of the starboard rail cap

Letters from the members

- BILL MUSIK, of Walla Walla Wa. is a new member courtesy of Tom Golonka, who set up a gift membership for him . So- we don't know if he builds or not . (if not Tom it's up to you to get him started) . JOE BARR , of Eaatpointe Mi. has been building since 1988 and specializes in Great Lakes Sailing Vessels.

Thanks again Joe for the plana of the " Vandalia" , look for them in issue 1997-1. SPENCER GILMER , of Martinez Ca. claima to be a beginner and by now the " water should be dry" and your first SIB sitting proudly on a shelf where everyone can admire it. Time to get started on the next one. WALTER JAMES NACHTWEY , of North Fond du Lac Wis. (Capt., U.S.A.F., Ret.) claims to be too " Old and Shakey " to build. Walter , no excuses, unless you are older then some of our members who shall remain unnamsd but claim to have witnessed dirt being invented or shakier than Carmen Maranda doing the Boom Chica Boom . Gst started cause times a wastin.

Am looking forward to your imput. RANDY WAY WESTERVELT JR . of Hollywood S.C. has completed six SIB's including one in a light bulb, with the help of Don Hubbards book. Randy if you can,please send in some photos of your grandfathers work. Our next new member is also writtsn up in Don Hubbard's "Notes From The Membership Chairman " . He is 10 years old and his name is CHARLES WILLIAM THOMAS, of Media Pa. (I think you are right Don , I smell a Hinkley involved in this) Charlss has only completed one SIB so far , in addition to 14 other ship models. Great work Charles and keep it up. Mrs. Thomas, if you would be so kind as to send me a photo of Charles and his SIB. I would be proud to publish it in an isaue of The Bottle Shipwright. Welcome Aboard , and remember I cannot publish what YOU don't send in. Your imput is important.

And I know that some of you are wondering about John Fox III finished model of the " Niagara " that is featured in this issues article , " Variationa on a Theme ". The photo below should satisfy your curiosity.

The completed Niagara model in it's vertically standing bottle home.

Burt Reckles of Sugar Land Tx. dropped Don Hubbard a note , and Don sent it on to me. I will quote part of it.

" I am planning to enter the U.S.S. Constitution Show and competition scheduled for July 97. I contscted Ms. Desey at the Constitution regarding a category for judging Shipe-in-Bottlee. She ssid there was none currently planned, but if they received a suitable number of entries, they would group and judge them separately. "
(Ed. Note)
This is **NOT** what we were led to believe. And again I will quote from what I published in issue 1996-1 pg. 16.
" The associate Curator, who is in charge of the competition, has been contacted to determine if ships-in-bottles will be considered, and YES , they will be, and will appear in a special section with dioramas. "

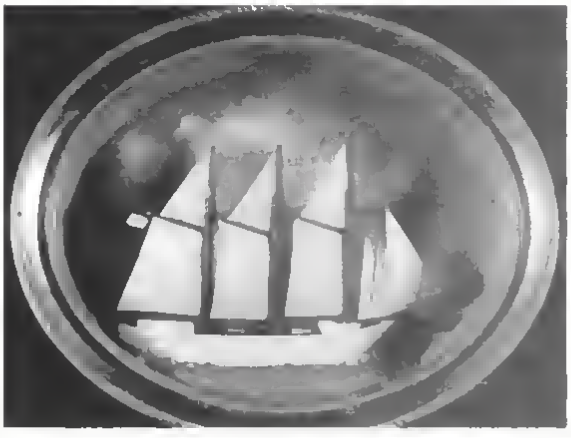
I suppose this should surprise me, but after 28 years of building ships-in-bottles , displaying them and entering competitions it does not. Right now most of my thoughts are not fit to print. I hope this is just a mistake and not an overt attempt at exclusion. If not,my apologies at raising your hopes for recognition.
Bob Frederick of Seattle Wa. sent in the following tip.

" have been using a different adhesive for glass. It's called "Gem Tac" and is made by Beacon Chem., Mt. Vernon, N.Y. 10550. Found it in a craft store. Glued a block of wood to a bottle eide and after drying the wood broke (tore) trying to get it off. It's waterproof and dries clear. " Thanks Bob for letting ue know.

Let me sdd my hope for a full and speedy recovery to Bob de Jongste after his eye surgery. Bob , you should have gotten 96-3 by now . If not let me know and I will send another.

The photo below is a schooner built by John Frazier. It was built for the family reunion . Name on stern J.W.Frazier and on the bows 1e reunion 96.

Letters from the members



Norman Adams of Brenham Tx. sent in th photo (left) and a rather novel idea for those suffering vision or dexterity problems. The Ship diorama . An excellent way to develope technique and also an attractive wall hanging. The glass area of the oval is 7"x9". one can add as much detail as you like, but he prefers to keep them to a bare minimum, or just enough for a land lubber to distinguish it from a cow or an auto. They can be made larger but he thinks the small ones are more pleasing.

Jim Blake of Singapore sent in this photo of The Sovereign of the Seas which got him off the bottle. Took from May 1995 to May 1996 to complete and he recorded 508 hours mostly on weekends.

Nice work guys.

The last word is from Bill Johnston of langhorne , pa.
The electric computer saves man a lot of guess work -
But then , so does a bikini !

MODELER'S LEXICON by F.J. SKURKA

BALANCED RUDDER : A rudder with its axis halfway between its leading (forward) edge and after (trailing edge) .

BALLAST TANKS : Tanks carried in various parts of a steel ship for water ballast to keep the vessel on an even keel .

BARBETTE : Cylindrical structure built up of armor plates extending from the protected deck of a war ship to the lower side of a Turret shelf plate , forming protective enclosures in which are located the turret stools , shell stowage flats and ammunition hoisting gear for the turrets .

BASE LINE : A horizontal fore and aft reference line for vertical measurements , which is perpendicular to both the vertical centerline and the fore and aft base line .

BEAM KNEES : Angular fittings connecting beams and frames together .

BEAM LINE : The line showing the top of the frame line .

BEAM (S) : The athwart ship (at right angles to the fore and aft line of a vessel) members of a ship's frame which supports the decks .

BEARDING : The line of intersection of the plating (planking) and the stem or sternpost .

BEARER : A foundation , particularly those with vertical web plates (bearers) as their principle members .

BED PLATE : A structure fitted for the support of an engine , pump , windlass , or other heavy piece of Equipment to distribute stress and weight to the ships structure . It consists of a series of transverse girders connecting fore and aft members of girders .

BEVEL SQUARE : A measuring tool to make a close bevel (less than 90°) or an open bevel (more than 90°)

BILGE : The turn of the hull below the water line , the rounded side , where it curves up from the flat bottom to the vertical side . When the curve is sharp , the vessel has hard or sharp bilges . If the curve is slow , she has an easy or slack bilges . The part of the inner hull about the keelson where water collects is called the bilges . The greatest diameter of a cask is also called its bilge

BILGE KEEL : The bilge keel (bilge chock) are keels at the turn of the bilge which offers resistance to the rolling motion of a vessel , also known as rolling chocks .

BILGE WAY : Same as bilge .

BILGE STRAKES : Extra heavy planking (plating) at the bilge , either inside or outside .

BATTEN : A thin wood strip used to fair lines or fasten objects together ..

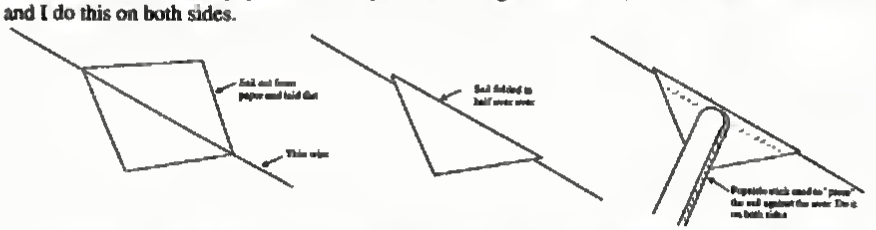
NOTES FROM THE MEMBERSHIP CHAIRMAN

OVERSEAS MEMBERS - DUES PAYMENTS: I know it is difficult and expensive for overseas members to pay their dues. Buying a check which can be cashed in the United States is prohibitive in BOTH cost and time, and sending cash is risky. So what to do? Here are two suggestions. I have received two payments in Travelers Checks purchased at American Express. See if you can't find a travelers check outlet near you and try that approach. Secondly, San Diego is an international port and we do have money changing facilities here. If you wish to pay your dues in your home currency, please calculate the dues in your own money, add 5%, and send that money here. I will take it to a money exchange and convert it to U.S. Dollars. The extra 5% is the fee the money changers charge me. Needless to say, please double wrap your currency in the envelope so that it is not apparent to handlers. I have been told that postal workers can "feel" the movement of currency loosely placed in an envelope.

Michael Tumlinson, San Antonio, TX sent in a Xerox copy taken from Rob Roush's book, Bottling Ships & Houses, which talks about floating submarines inside bottles using glycerin in place of water. The glycerin looks like water but "will not promote the breakdown of wood and paint nor promote the growth of algae." The submarine in the illustration was weighted along the bottom to keep it from tipping. (editor's note: I am sorry, but I do not know where you can obtain a copy of Ron Roush's book. It was published several years ago by TAB Books, Blue Ridge Summit, PA 17214 and has an ISBN 0-8306-1975-5)

Jim Kearse (Lindsay, Ontario, Canada) sent along this photo of his model of NONSUCH which sailed into Hudson Bay in 1668 and returned to England loaded with the riches of the new world. As he says, "the Hudson Bay Company was deemed a viable project, and of course, it's all history from there." It took him three weeks to get the model to this stage and he is now waiting for a vacation period (he is a school teacher) to bottle his "little friend." Jim also sent along the following helpful ideas: I took a protractor and photo-copied it on to clear acetate. I can now use this to measure angles on my ships. I find the acetate is thin and flexible enough to work between the rigging. I have also taken to using a thin gauged wire to help me with the fitting of the stay-sails. By doing this I can create a tiny channel into which will fit the rigging. The sail can be glued together securely and still run along the rigging. I use a popsicle stick to press the sail against the wire, and I do this on both sides.

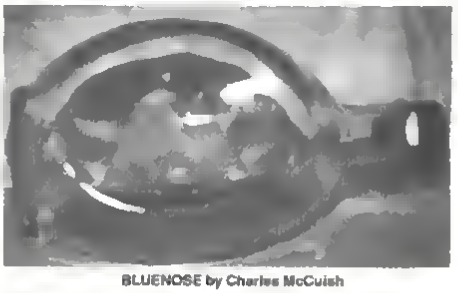
NONSUCH by Jim Kearse



One of our newest members, and surely our youngest, is **Charles William Thomas, (Media, PA)** who joined in October. On his application blank he writes, "I have sixty three model ships. I've made fourteen of them and would like to make more. (His Mom adds: "Charles is ten years old - has made only 1 bottled ship so far, but is very interested in sailing ships and models, etc.") Here is a young guy who knows where he is going and should benefit greatly from the newsletter. I don't know where he obtained the application blank. It is a Xerox of the one I usually send out, so I will bet that he heard a talk by one of our members. Was **Jack Hinkley** the emissary? Since modeler Thomas lives in

Pennsylvania I wouldn't be surprised. The important point is, if you give talks or have demonstrations and/or static displays, have application forms to hand out. I am including a copy for Ray to publish in this issue. You can Xerox it and use it at your next demo

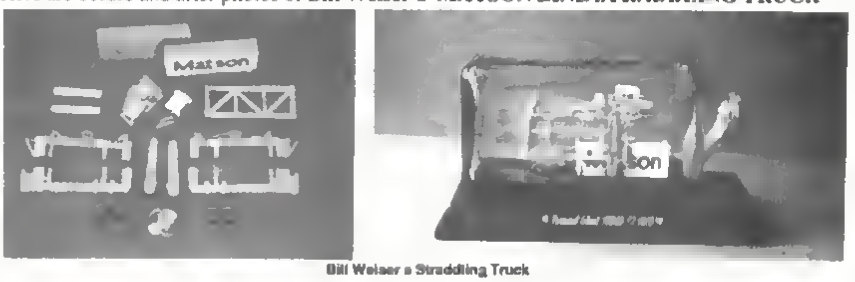
Wornsome news from Holland. Just received a letter from **Bob De Jongste,** one of our long-standing Dutch friends, that he has just undergone an operation on the retina of his right eye and is awaiting result. He had the same operation 8 years ago on his other eye. Understandably it is difficult for him to write letters right now, so any who correspond with him should expect a delay in answering The letter I received was typed by his wife Ineke. Best luck on the operation Bob. *SIBAA is with you*



BLUENOSE by Charles McCulsh

Charles McCulsh, (Hamilton, Ontario, Canada) sent along this photo of the Canadian fishing schooner, BLUENOSE. The mainmast is flying the Nova Scotia pennant. Basswood hull, bamboo masts and spars and silk Span sails. Silk Span is used as a covering for model aircraft. Charles is currently working on Jack Needham's version of a four masted stump top gallant (bald-headed) barque. And will send us a photo when she is completed. Nice work Charles.

Here are before and after photos of **Bill Weiser's MATSON LINE STRADDLING TRUCK**



Bill Weiser s Straddling Truck

Bert Paino, (Rossmoyne, Western Australia)sent along this photo of his Barquentine in a Pinch Bottle. Great looking model.

BARQUENTINE by Bert Paino

Anyone seeking plans or information for or about ships and nautical lore should drop a line to **Rocky Mountain Shipyard,** 590 Ronlin St., Grand Junction, Co 81504 (970/434 0703) (email:rinorman@in2.net), They have a vast array of material (books/plans/kits) for sale, much at discount prices. Ask for a copy of their catalog. The next catalog will be coming on line in the Spring of 1997 so get on the mailing list now.

FROM THE INTERNET

Subject: New Web Page
Date: 96-10-22 07:58:37 EST
From:jfox3@win.bright.net (John Fox III)

Greetings Don,
Thought I would drop you a message to let you know that I have a new and improved web page. Just in case you were going to mention it, or have it mentioned in the Bottle Shipwright. Unfortunately, I know not how, the address or URL has been changed. It is now:

http://www.win.bright.net/~jfox3 INDEX.HTML

If you get a chance in check it out, let me know what you think. I made it larger, though with a different format so that it doesn't take as long to DL any of the different pages. For now it just mostly shows my past works, and work in progress. In the future however, I hope to add some how-to information for other modelers. Anchor's A Weigh! **John Fox III**

(Don's note: I was able to get to the home page and download the index, but saw no works or works in progress. That could just be because of my inexperience, so I will try again on another day.)

Here is another site that you might want to check out:
Historical information about the U.S.Navy can be found at **HTTP://www.history.navy.mil**

"E" MAIL ADDRESSES
Andy Bloom (docbloom@aol.com)

Saul Bobroff (pcenter@usa1.com)
Rod Brown (jsrsb2@acad1.alaska.edu)
Howard Chapman (76243.2702@compuserve.com)
Chip Fisher (fisherab@aol com)
Richard Hegge (sibetc@gnn.com)
Don Hubbard (hubbarddon@aol.com)
Peter J. Iversen (fledrmus@whidbey.net)
Jim Kearse (werotsha@lindsaycomp.on.ca)
Andreas Lier (andreas.lier@t-online.de)
Artem Popov (ipartsib@redline.ru)
Kevin Seufert (leprechaun@cnsu com)

Ralph Sprague (Ralph@Valley-net.com)
George D. Villiers-Furze (gaucho@aol.com)
NEW World Wide Web server www.shipbottle.ru

From The Wall Street Journal

"I just don't like its cocksure attitude!"

Bill Weiser's INCA and USS Arizona

THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us Current dues are $18.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550

APPLICATION FORM

Full name: **Date:**

Address:

City: **State:** **Zip:**

Telephone:

Please briefly indicate your interest and experience with bottled ships:

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ORDER FORM

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I understand that the Ships-In-Bottles Association of America, and tbe Bottle Shipwright, are staffed by unpaid volunteers, and I agree to hold said staff, blameless/harmless, should my article/ manuscript/photo/cartoon, be libelous or violate any copyright or trademark rights of any person, corporation or company. I further agree that I will bold the Ships-In-Bottles Association of America or the Bottle Shipwright blameless/harmless for any costs, damages, expenses that may result from said libel or copyright infringement.

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Signature:_____Date:_____

This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for additional forms.

In the foreground is the Editor's Van with the SIB artwork on the rear windows.
In the background ie John Fraziers van with slightly different SIB artwork on the rear windows.
The artwork was done by Johns neighbor Ray Boice.

Left: John's SIBAA plate Right: Editor's SIBAA plate.
Both plates also done by John's Neighbor Ray Boice.

Bottom Left:
John Frazier and
Editor Ray Handwerker